THE NEBRASKA INDEPEDENT

October 14, 1897

The Advantage of Governmental Ownership of the Railroads.

WOULD SAVE MILLIONS.

BY B. O. FLOWER.

The Tribute That is Levied Upon the Consumers and Producers.

Savings That Could be Made. The New Time for October contains an article on the advantages of governmental ownership of railroads, written by B. O. Flower- Mr. Flower says that of the various combinations of capital whose power during recent years in shaping legislation prejudical to the people has been equaled only by their open defiance and cunning evasion of existing onactments, perhaps none is so essentiproperty embracing the value of their franchises (N. C. Acts, 1895; chaps. 1-19, sec. 45.) The railroad commissioner placed the full valuation of the railroad ally lawless and dangerous to republican integrity and national prosperity as the railroad monopoly, which might almost be called the father of modern commer-cial brigandage. The railroad companies have utilized the monopoly they have enjoyed of possessing the nation's highways to enrich individuals far beyond any possible result of legitimate earnings, while oppressing the people and fostering a spirit of reckless gambling. They have corrupted legislation and created and secured seats on the judicial benches for their well-paid attorneys. They have pursued all possible methods to exact from public servants a subserviency which has resulted in the shameful prostitution of their high and sacred trusts at the bidding of the railroad managers. Nor have they stopped here. Individuals and whole communities have been forced into servile submission through the abuse of the power which they hold as common carriers which places the wealth producers at their insrey. This point is forcibly presented by ex-Governor William Larrabee, of Iowa, in the following words:

Iowa, in the following words: "The practical operation of this system soon showed to railroad managers their power and to the patrons of railroads their dependence upon those who dis-pensed railroad favors. "Dis-crimination between individuals is the most objectionable, because it is the most demoralizing of all. It makes of independent citizens of a free country independent citizens of a free country fawning parasites and obsequious sycophants who accept favors from railroad managers, and in return do their bid-

to such an extent that he never speaks openly of existing abuses lest he lose the special rates which have been given him." and travel are thus being to solve the special rates which have been given him."

Slowly but steadily has the railroad octopus thrown coil alter coil around national, state and municipal bodies, while its favors or its punishments enforced silence upon a people wholly road barons under modern commercial asleep to the nature and extent of the feudalism is clearly shown by the follow-

spectre of eviction and want, realize the fact that every day they are being taxed to pay dividends and interest on ficti-tious stock and bonds, taxed to support, committing the crime of theft, simply because, having control of the arteries the nation and the highway of trade, which belong by right to the people, he has the public at his mercy. Under government ownership of the railroads this shameful abuse will disapnot the government, but one powerful division of the plutocracy which is year-

ly forging chains of oppression around these same millions of toilers and strugpear and the mass of producers and consumers will realize millions of dollars a gling workers. Yet such is the actual fact. A tribute is levied from the proyear which are now paid on fletitious stock, chiefly to enrich a small coterie of ducers and the consumers of the staples gambleas and "promoters" who have of life, no less than the traveling pubamassed enormous fortunes through special privileges and by methods of in-direction. This is by no means the only of life, no less than the travening pub-lic, which is far in excess of the legal in-terest on the actual valuation of the railroads. The case of North Carolina affords a truly typical example, al-though the unjust exactions there are or even the chief reason why the govern-ment should immediately take control of the railroads. There are ascore of valid arguments which might be advanced, by no means so great as other cases which might be cited. The data from which I draw the fol-Inclusion of the supreme bench of North Carolina. Justice Clark has won a national reputation from his emi-nent fairness, his broad, judicial, and nent fairness, his broad, judicial, and enlightened spirit and his wide know-

JUDGE POST'S RECORD.

Just Half of his Decisions when District Judge were Reversed.

The Burlington & Missouri Railroad company owns four miles of track and a cheap wooden depot in Platte county. of cheap Asiatic labor makes that lep-This track and depot were constructed rous island a veritable paradise for a in consideration of \$100,000 in bonds voted by the people of Platte county in 1879. The bond campaign was managed for the company by its attorney. have ruled for the guidance of the rail-road commissioner of the state that the rates must not be placed too low to al-ford "a reasonable interest on the ac-tual value of the property above reason-able expenses." Now it would seem that there should be no difficulty in arriving at a different 'understanding with the above ruling as a guide, and such would be the case if honesty and justice ruled. It is true there might be a question as to the amount of interest which was reasonable. Justice Clark points out A. M. Post, now the republican candi-date for Judge of the supreme court. The company was so well satisfied with his work in its behalf, that he represented it as its attorney at Columbus from that time until his election to the dis-

In 1883, a new judicial district was In 1883, a new judicial district was created, emb racing the counties of Saun-ders, Dodge, Colfax, Platte, Butler, Mer-rick and Nance. The candidates for the appointment as judge of this district wors M. B. Reese, W. M. Marshall and A. M. Post. The latter received the ap-pointment from Governor Dawes, neither Reese nor Marshall having a railroad reasonable. Justice Clark points out the fact that on so large an investment 3 per cent would be a good interest, as government bonds at that figure are at Reese nor Marshall having a railroad "pull." As district judge, justly or un-justly. Post was notoriously reputed among lawyers to be unlair and partipar. But if 4 per cent be granted surely no complaint could be made. This is what the North Carolina bond draws, and they are of par. The supreme court of the United States, in the recent case of Livingston vs. Sanford, 164 U. S., 578, san in railroad cases. His instructions in this class of cases were commonly refered to by the bar as the closing argument for the railroad.

says that rates high enough to earn 4 per cent net will not be disturbed by the courts. And in the Dow vs. Beidelman, 125 N C. 680, the same court says that Many of Post's decisions were appealed to the supreme court and, although he is considered to be an able lawyer, it is true, as shown by actual count, that just half of his decisions were reversed. Judges Maxwell and Reese were then on the supreme bench. below par, as is the case with all the large railroad systems of this (North Carolina) State." Though the full valu-ation of the railroads of the state was There have been some very poor law-yers on the district bench of this state, but it is doubtful if there has ever been another judge who has had half of his judgments disapproved by the highest fixed at \$26,000,000 and the railroad authorities insisted that that was an court of the state.

same roads are bonded and stocked for Post's course on the district bench was so satisfactory to the railroads that they caused his nomination and election for the supreme bench, where he has given excellent satisfaction to those to whom he is indebted for the promotion. The local republican organ recently re-marked that Post's decisions are the de-cisions of the court as appears from the fact that he never files a dissenting opinion. This is true. Post does dominate the court. Practically he is the court. Since Judge Maxwell retired four years ago, between twenty and thirty decis-

SMALL HAPPENINGS.

L. P. Decker's grain elevator at Ashland, Neb., was burned Tuesday night. Loss \$7,500.

A large co-operative manufacturing and Agricultural company is about to begin operation at Bay City, Wis.

The postoffice at Pierce, Neb., was robbed of \$200 in cash and \$300 in stamps. The burglars made good their scape,

The argument in the case of the State vs. ex-Auditor Eugene Moore in the dis-trict court of Lancaster county was postponed until October 25.

The South Omana Exchange of South Omaha will erect a new building for offi-ces. The work will be begun at once and the total cost will exceed \$200,000.

The typographical union of Boston has sent committees to wait on repre-sentatives of both of the old political parties, urging that they include in their platform the plank advocating the government control of telegraph and telephone systems.

The sugar trust is making a pretense of opposing the annexation of Hawaii to the United States, which is but the most patent bluff. The adaptation of the soil to the sugar culture and the abundance sugar king.

The hearing on the protest of Gen. J. R. Webster against the use of the silver republican party name upon the county ballot was set for Tuesday but it did not come up as it is the intention of County Clerk Trimble to abide by the decision of the secretary of state which the law makes it binding for him to do. The sec-retary of state has decided that the name shall go on the ballot.

The government balance sheet for September, in view of the much vaunted prosperity, of which most of us have seen very little, makes rather interesting reading. Although the expenditures were \$1,210,720 less than in the corres-ponding month of '96, the deficit is \$6,435,617. Also a loss of \$3,500,000. No such distressing deficit is seen on the balance sheets of the trusts.

It is being generally whispered about that the president will, urged by prom-inent members of his party, call an ex-tra session of congress. Owing to the florce fight that is sure to follow if the president urges the adoption of the recommendations of the monetary con-ference it is feared by the republicans that the next session, if it is not begun before December 6, will be continued dangerously late for those members who must be at home and actively canvassing if they are to be returned.

Ed B. Craighead has filed a suit against the Rock Island road for \$433.-50 which he alleges to be due for work and labor performed from May 18 to January 4, 1896, at \$2 per day. He also puts in his expenses for that period at \$49.50 and his expenditures in coming to Lincoln from Oklahoma at \$60. Craighead was one of the star witnesses for the railroad in the second trial of G. W. Davis for train wrecking. He claims that he was hired by Harry Thompson, the Rock Island's right of way man, to look up evidence against Davis before and during the trial.

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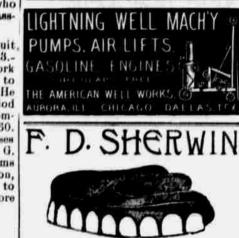
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Arkansas, Indian Territory, Okla-homa, Texas and Louisiana points one fare plus \$2 for round trip August 3d and 17th, September 7th and 21st, October 5th and 19th; return limit twenty-one days from date of sale. Call at 1045 O street or at depot. Twentieth and O streets for further information.

F. P. RUTHERFORD, C. P.

Alaska Gold Fields. If you contemplate a trip to St. Mich-ael's Circle City, Ft. Cudahy, or Forty Mile or in fact any point in Alaska let me quote you rates and seilings. I have the very latest advices from Port-

land and Seattle. G. W. Bonnell, C. P.

danger they were tolerating, until the evil has grown to such giant-like proportions that they now seem almost ramifications of government.

This corrupt and corrupting monopoly has proved an inspiration even where it has not been a powerful aid in fostering other monopolies, so-called trusts, and combinations of capital, which acquire vastly more wealth than they legitimately earn at the expense of the prosperity, Lappiness, and in some instances even the very life of individunis

The imperative demand for governmental ownership of railways cannot be ignored much longer if the people are to maintain even the semblance of free government, for it is a fact well known to all students of history that any power which is liable to corrupt the governmental functionaries and secure and retain special privileges on the one hand, while it holds a considerable number of the people at its mercy on the other, will soon grow to be the despotic master of both government and

people. The discussion of this subject is too vast for a single paper, and limited space prevents me at the present time from noticing more than one of the many valid reasons why the government should at once take control of the railroads. Under present conditions the millions of wealth-producers of this land are being deprived daily of a portion of that to which they are entitled that dividends may be paid on millions upon millions of dollars of watered stock, or upon stock which does not represent, and never did represent money expended, and which is therefore purely fictitions, while millions of dollars more are exacted from producers and consumers for princely salaries for favored officials, corruption funds, and for for the payment of cunning lawyers, emlaw, defeat justice, and prevent the people from enjoying the truits of their toil. This almost fabulous sum which is being taken yearly from the farmer, the traveler, and the cousumer, or, in a word, from all the people, as all are more or less affected, and which is applied to paying dividends on fletitious stock, is essentially dishonest, and un-It is simply money taken from inst. rightful owners by means of indirection, and is one of the most fruitful causes o hard times, as it takes away from millions of persons the power to purchase the comforts and even the common ne consition of life and adds immonaely to the hoards of a lew, who at best can expend only a small portion of what they equire. The real wealth-creators and those

who under just conditions would be vasily benefited by the railroads are bevasily benefited by the railroads are he-ing systematically defrauded of what is justly theirs. Perhaps few of the many sillions of farmers whose life of increase t toil is bringing them no adequate re-turn, the widows stragging to keep actual starvation from the door, the young men and women battling brave ly against fearful odds to obtain an ed-ucation and the toilers in city and coun-try who are ever dogged by the grim

ing lacts: The total valuation of the three principal railroad lines of North Carolina is \$20,221,000, including franchises. These three railroads embrace paralyzed in the presence of a power chises. These three railroads embrace which is entrenched throughout all the almost four-fifths of the total valuation of the state. The railroad commission-ers report for 1896 shows that the net

rates high enough to earn 1% per cent are sufficient when the present holders

have bought the railroads or its stock

amount in excess of their worth these

\$94,000,000. "It is clear," therefore, says Justice Clark, "that rates high

dividends and interest on nearly \$70,-000,000 fictitious capital." The tax which the people of North

Carolina are yearly paying to the rail-road barons under modern commercial

ledge of law. His integrity of purpose is only equalled by his ability, hence his presentation has the value of being au-thoritative and sound from a judicial

It seems that the statutes of North Carolina require the railroads to pay a certain tax on the real valuation of their

property in North Carolina at \$26,000,

standpoint.

earnings for these three railroads for that year were \$20,000,000(but costing present owners far less) is allowed rates high enough to earn nearly \$3,000,000 net or 15 per cent interest annually out of the people of North Carolina." These figures are such as have been given by the railroads, while their books have not been subjected to examination or

inspection. "Hence it is impossible to know whether in pro-rating they have allowed the North Carolina roads as much as impartial calculation might prove to be just." Nor is it possible to know how much their net earnings would be increased if only reasonable salaries were allowed leading officials. I cite the case of North Carolina as

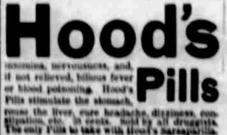
an illustration simply because the expose has recently been made and the figures are from the latest reports. I had intended citing the case of the New York Central, the Atchison, the Iron Moun-

tain, the Erie and the Pennsylvania roads as additional illustrations, but space forbids my mentioning them in this paper. Sufficient to say the facts set forth above, though not so astounding as some which may be cited, are enough to afford a typical example of the systematic extortion to which our people are becoming mercilessly subject ed by the monopolists who control the highways of trade and business.

Watering stock and thereby being enabled to take from the producer the results of his labor, to which he is justly entitled, to meet dividends on fictitions capital, is essentially dishonest and criminal in spirit. The embezzler who carefully concealed the amount of money he appropriated would be none the less guilty of wrong doing because, being an expert bookkeeper, he was able to cover up his shortages. The usurer who ex-torted 12 to 15 per cent. from the poor who were at his mercy would be entitled to the contempt of all right-minded men. whether be succeeded in posing as a he elactor of the poor or not. The railroad director who takes from the pockets of the people of a whole nation by making the traveling public, the producer and consumer, pay excess of tariff sufficient to earn dividends on fletitious steek, levios an unjust tax on men, women and children, taking from them that which is by right their own property, and thereby



the stomach. Then follow distincts, headache



ions rendered by that eminent jurist have been overruled. One of Post's present associates concurred in these decisions when they were rendered and with ready complaisance has also concurred in the decisions overruling them.

That Judge Post's sympathies are strongly in favor of the railroads and other corporations, that he has never been able to divest himself of his railroad predilections acquired while in its employ as attorney, that he is impos-sible of dealing justly between the com-mon people and the interests that have made him what he is, the World-Herald proposes to specifically show hereafter from the record Judge Post has made.— Omaha World-Herald.

FLOATING FACTS.

Only 9 per cent of cases of amputation are fatal.

Australia harbors one species of kangaroo no larger than a rat.

One pound of sheep's wool is capable of producing one yard of cloth.

One thousand tons of soot settle monthly within the 118 square miles of too highly to sufferers from the piles. London.

contains twenty yards of the finest and solutely safe, pleasant and absolutely painless; sold by druggists at 50 cents

Down to the Norman conquest the Britons had "living money" and "dead money;" the former being slaves and cattle, the latter metal.

In China the rolling of tea leaves is done by hand, but in India and Ceylon successful and popular pile cure ever European planters prefer to employ placed on the market and its reputation machinery for the purpose.

Alexander the Great had a lage number of wives, and was accustomed to re- this distressing ailment. duce them to obedience by using the flat of his sword as a corrective.

When old coins are worn so that it is hard to make out the inscription, gradually heat the coin, and in almost all cases the inscription will appear.

A Dakota man has, after 20 years' efforts, succeeded in collecting \$75 from the government for supplies furnished Custer's army on its way to the Little plenty o' water. It's ten feet deep. Big Horn.

Alexander Mellroy, who died the other day at his home in Philadelphia, was a delegate to the national Whig convention that nominated Gen. William Henry Harrison.

Bidney Smith's wife was such a good cook that he calculated that during the course of his life he had eaten furtyeight four-horse wagon loads more than was good for him.

The longest continued cataleptic sleep known to science was reported from Germany in 1892, the patient having remained absolutely unconscious for four and a half months.

Steers.

Two hundred one, two and three year-olds, all natives. Will sell on time. Come and see them. Woons Buos. Burr Bi's, Lincoln, Nub.

Each Trade or Occupation Has Its Special Disease.

It is well known among medical men that certain diseases are more readily developed in certain occupations than in others. That each occupatior has its attendant physical weakness. Lagineers and railroad men, and similar occupa-

tions suffer mostly from kidney troubles and men who are often exposed to the the weather suffer mostly from rheumatism, while clerks and professional men. in fact the army of people whose business keeps them indoors, are oftentimes great sufferers from piles and constipation. In this connection the following letter is of interest to people whose occupation will

not allow sufficient outdoor exercise. Mr. A. F. Calhoun, notary public jeweler and watchmaker of Circleville, West

Virginia, writes as follows: "I had been a severe sufferer from piles for years and tried many remedies with but little benefit when about three years ago I saw the Pyramid Pile Cure advertised and sent for it.

I was badly afflicted when 1 got it, but after only two applications the piles disappeared and from that day to this] have never felt a symptom of the disease. I feel that I cannot recommend them

per package. If there is any constipa-tion the Pyramid Pills should be used with the pile cure, The pills are 25 cents per package.

Any druggist will tell you that the Pyramid is the best known and most as a safe and radical cure has only resulted from the personal recommenda-

Autumn Bearder-You advertised plenty of bosting waters here. Why, sir, that stream out there is hardly five foot wide.

Farmer Catchem-Ya-as, but there's

iats won't never succeed till they git a better bathe-cry. Their "liread or Blood" motto don't create no enthusi-

Wearle Willie-Guess not. Ragged Robert-No. Ef they want ter git the people with 'em, if they want ter stir up th hearts o' patriots in noble deeds, let 'em march through th' streets yellin' "Beer or Blood!" an' we'd ali join in.

Foreign Visitor-Cholers obtained no foothold in America this summer.

When billons or costive, eat a Cascaret eandy eathartie, cure guaranteed, 10c, 25c DENTIST

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Homeseekers' Excursions

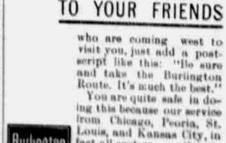
Via Burlington route, September 7 and 21, October 5 and 19 the Burlington will sell round trip tickets at one fare plus \$2 to all points in Arkansas, Indian Territory, Oklahoma, and Texas, and to certain points in Louisiana, Missouri, and New Mexico. Full information regarding limits, stop-overs, etc., at B. & M. depot, or city office, corner O and Tenth streets. Geo. W. Bonnell, C. P. & T. A.

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Harvest excursions on the Great Ro. Island Route to the Oklahoma district, also to Kansas and Texas. There are six excursions arranged for. Ticket rate, one fare for round trip plus \$2.00. Dates are Aug. 3-17, September 7.21, and Oct., 5-19. Enquire of any Ticket Agent of the "Rock Island" system, or address-

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No show for tholers.

American-No. Times were to hard that people had to content themselves with three means a day.

Mistaken Anarchists. Ragged Robert-These 'ere anarch

-------------tion of people who have been cured of Send to the Pyramid Co., Albion, Mich, for a valvable little book on the cure of piles. Flenty of Water.

The Pyramid Pile Cure is free from coa-A Turkish turban of the largest size caine, opium or any mineral poison, ab-